

## REMARKS

Favorable reconsideration of this application is respectfully requested in view of the previous amendments and following remarks.

Applicants appreciate the courtesies extended to Applicants' representative during the January 3, 2008 telephone discussion. The substance of the discussion is incorporated into the amendments and remarks herein and constitutes Applicants' record of the interview.

Applicants appreciate the indication that claims 8, 10 and 15 contain allowable subject matter.

Claims 1, 2, 6, 7, 13 and 14 are amended, and new Claims 20 and 21 are added. Support for the subject matter of amended Claims 1, 6 and 13 can be found in the specification, for example, at lines 2-5 of page 2, and support for the subject matter set forth in new Claims 20 and 21 can be found, for example, at lines 2-7 on page 4. No new matter is introduced by the new claims and the amended claims.

The subject matter of this application pertains to what is termed a hybrid vehicle slip stop device, meaning that the slip stop device is a hybrid type of slip stop device. As recited in Claim 1, and noted during the January 3, 2008 telephone discussion, the hybrid slip stop device comprises a plurality of different types of slip stop means for preventing slip of the vehicle by increasing the frictional resistance relative to the road surface on which the vehicle is traveling. Each of the plurality of slip stop means is other than a conventional brake system and performs the function of preventing slip of the vehicle by itself and independently of the other slip stop means.

The Office Action rejects claims 1, 3 and 4 under 35 U.S.C. §102(b) over U.S. Patent No. 4,613,015 to Skrzypek. This rejection is respectfully traversed.

Skrzypek is directed to an emergency drag brake including four drag brake units 28 actuatable by an emergency pedal 30. Skrzypek discloses at the paragraph beginning at line 47 of column 3, that an emergency pedal 30 is pressed to direct fluid under pressure from the master cylinder 32 to the four individual pressure tubes 34 leading to respective hydraulic jacks 40. This simultaneously pressurizes a cylinder 58 and swings the legs 38 to activate the emergency braking system.

The hybrid slip stop device at issue here differs in fundamental respects relative to the disclosure in Skrzypek. As set forth in Claim 1, the hybrid slip stop device comprises a plurality of different types of slip stop means each of which is other than a conventional brake system and performs the function of preventing slip of the vehicle by itself and independent of the other slip stop means. In Skrzypek, the legs 38 do not act independently. It is thus respectfully submitted that claim 1 is patentably distinguishable over the disclosure in Skrzypek.

Claim 2, 5, 6, 7, 9, 11, 12, 13, 14, 16, 17, 18 and 19 are rejected under 35 U.S.C. § 103(a) over Skrzypek in view of JP-09-193604 (JP '604). This rejection is respectfully traversed.

Independent Claim 6 recites that the hybrid slip stop device comprises a slip preventive material dispenser which is mounted on a vehicle and which dispenses slip preventive material to increase a frictional resistance between a wheel of the vehicle and the road surface, slip stop means mounted on the vehicle for preventing slip of the vehicle by increasing the frictional resistance relative to a road surface on which the vehicle is traveling. The slip stop means is of a type that is other than a

conventional brake system and is different from the slip preventive material dispenser. A single controller selects and actuates each of the slip preventive material dispenser and the slip stop means according to a predetermined condition. Claim 6 also recites that each of the slip preventive material dispenser and the slip stop means perform the function of preventing slip of the vehicle by itself and independently of one another.

Independent Claim 13 recites that the hybrid slip stop device comprises a movable plate mounted on a vehicle and movable from a position spaced from a road surface to a position contacting the road surface to increase a frictional resistance of the vehicle relative to the road surface, slip stop means mounted on the vehicle for preventing slip of the vehicle by increasing the frictional resistance relative to a road surface on which the vehicle is traveling,. The slip stop means is a type that is other than a conventional brake system and is different from the movable plate. A single controller selects and actuates each of the movable plate and the slip stop means according to a predetermined condition. Also, Claim 13 sets forth that each of the movable plate and the slip stop means performs the function of preventing slip of the vehicle by itself and independently of one another.

The Office Action recognizes that Skrzypek does not disclose a controller. The Office Actions cites JP '604 to provide this deficiency of Skrzypek.

JP '604 is directed to a device that discharges a friction material in front of a vehicle's wheel when a slip quantity exceeds a specified value. An ECU opens discharge control valves when a road is judged to be a low friction road.

The claimed hybrid slip stop device set forth in Claim 6 is patentably distinguishable over the disclosures in Skrzypek and JP '604 in that these references

lack a disclosure of a single controller that selects and actuates each of a material dispenser and the slip stop means according to a predetermined condition. The claimed hybrid slip stop device set forth in Claim 13 is patentably distinguishable over the disclosures in Skrzypek and JP '604 in that these references lack a disclosure of a single controller that selects and actuates each of a movable plate and the slip stop means according to a predetermined condition. JP '604 merely discloses an ECU that opens valves associated with a friction material dispenser.

The dependent claims are allowable at least by virtue of their dependence from allowable independent claims. The dependent claims also recite further distinguishing aspects associated with the claimed hybrid slip stop device. For example, claim 2 recites one of a plurality of different types of slip stop means is structured to be selected and actuated by a single controller according to a road surface condition detected by a road surface condition detecting means. In a somewhat similar manner, claim 7 recites a single controller that selects and actuates at least one of a slip preventive material dispenser and a slip stop means based on a condition of a road surface detected by a road surface condition detector and claim 14 recites a single controller that selects and actuates at least one of a movable plate and a slip stop means based on a condition of a road surface detected by a road surface condition detector.

New claim 20 recites the plurality of different types of slip stop means comprise a first slip stop means and a second slip stop means which is of a different type than the first slip stop means, and wherein the first slip stop means is selected and actuated under a first road surface condition, and the second slip stop means is selected and actuated under a second road surface condition different from the first

road surface condition. Claim 21, in a somewhat similar manner to new claim 20, recites a movable plate selected and actuated under a first road surface condition, and the slip stop means is selected and activated under a second road surface condition different from the first road surface condition.

None of these constructions are disclosed or envisioned by either Skrzypek or JP '604.

Early and favorable action with respect to this application is respectfully requested.

Should any questions arise in connection with this application or should the Examiner believe that a telephone conference with the undersigned would be helpful in resolving any remaining issues pertaining to this application, the undersigned respectfully requests that he be contacted at the number indicated below.

Respectfully submitted,

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